

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch  
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.28**WELDING INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-003915**Date Inspected:** 18-Sep-2008**Project Name:** SAS Superstructure**OSM Arrival Time:** 1400**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 2300**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Location:** Shanghai, China**CWI Name:** Chen Chih-Ming**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Various (see below)**Summary of Items Observed:**

On this day CALTRANS OSM Quality Assurance Inspector (QA) Steve Hall was present during the times noted above for observations relative to the fabrication of the SAS Superstructure being performed by Zhenhua Port Machinery Company (ZPMC) at Changxing Island, in Shanghai, China. QA observed and/or found the following:

OBG assembly bay 2

QA observed ZPMC qualified welding personnel had excavated weld joint SEG-020-024 to repair defects found with Ultrasonic Testing (UT). QA noted that ZPMC welders did not cut deep enough in to the weld to get to the defects according to the depths indicated on the UT report. Chen Chih-Ming Informed QA that ZPMC would resume the excavations tomorrow morning. According to ZPMCs procedure no. B-CWR-137, QA shall verify that the defects have been removed before proceeding with the repair.

QA verified that ZPMC completed repairs at tacked areas where cracks were discovered with PAUT on u-rib to deck plate Partial Joint Penetration (PJP) welds. QA observed the following:

DP-040-001 all areas have been repaired and UT'ed by ZPMC. QA needs to perform PAUT verification.

DP-001-001: all areas have been repaired and UT'ed by ZPMC. QA needs to perform PAUT verification.

DP-002-001: weld 2 Y 660mm is concealed by diaphragm no Caltrans marking visible. ZPMC has not repaired.

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Weld 4 Y 1240mm no Caltrans marks to indicate PAUT acceptance or rejection. ZPMC did not repair. All other areas have been repaired and UT'ed by ZPMC. QA needs to perform PAUT verification.

DP-003-001: weld 6 Y 2455mm not repaired.

Weld 9 Y 675mm not repaired.

Weld 7 Y 11455mm not repaired.

Weld 7 Y 7295mm no Caltrans marks to indicate PAUT acceptance or rejection. All other areas have been repaired and UT'ed by ZPMC. QA needs to perform PAUT verification.

### Summary of Conversations:

As mentioned above.

### Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Ryan Smith, (858) 232-6799, who represents the Office of Structural Materials for your project.

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<b>Inspected By:</b>	Hall,Steven	Quality Assurance Inspector
<b>Reviewed By:</b>	Cuellar,Robert	QA Reviewer

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